

2004
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
115
City of Harrisonburg

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route



ALT - Alternate Route
Wye - Wye Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.








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Route		Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
								2Axle	3+Axle	1Trail	2Trail						
11	Main St	From:	SCL Harrisonburg														
		City of Harrisonburg	0.91	14000	G	96%	0%	1%	1%	1%	0%	F	0.092	F	0.549	15000	G
11	Main St	To:	I-81														
		City of Harrisonburg	1.77	20000	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.510	22000	G
11	S Main St	To:	Pleasant Hill Rd														
		City of Harrisonburg	0.87	18000	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.527	20000	G
11	S Main St	To:	Port Republic Rd														
		City of Harrisonburg	0.65	23000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.524	25000	G
11	Main St NB	To:	S Liberty St														
		City of Harrisonburg	0.47	7200	G	96%	1%	1%	1%	2%	0%	F	0.089	F		7800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
11	33	Main St NB	From:	US 33													
		City of Harrisonburg	0.02	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7800	N
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				12000	N	96%	1%	1%	1%	1%	0%	N	NA			13000	N
11	33	Main St NB	To:	US 33 E Market Street													
		City of Harrisonburg	0.03	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7800	N
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				9800	N	96%	1%	1%	1%	1%	0%	N	NA			11000	N
11	Main St NB	To:	US 33 Par														
		City of Harrisonburg	0.34	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7800	N
Combined Traffic Estimates for Parallel Roadways on this Route:				NA								NA			NA		
11	N Main St	To:	Kratzer Ave														
		City of Harrisonburg	0.68	7000	G	96%	0%	1%	0%	2%	0%	C	0.089	F	0.63	7700	G
11	N Main St	To:	Charles St														
		City of Harrisonburg	0.44	6800	G	96%	0%	1%	0%	2%	0%	F	0.091	F	0.591	7400	G
			To:	NCL Harrisonburg													
11	Liberty St	From:	S Main St														
		City of Harrisonburg	0.70	4600	G	96%	1%	1%	1%	1%	0%	C	0.085	F		5100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
11	33	Noll Dr	To:	Rock St													
		City of Harrisonburg	0.14	2700	G	96%	1%	1%	1%	1%	0%	F	0.078	F		2900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				9800	N	96%	1%	1%	1%	1%	0%	N	NA			11000	N
			To:	Kratzer Ave													
33	W Market Street	From:	WCL Harrisonburg														
		City of Harrisonburg	1.11	10000	G	95%	1%	1%	1%	2%	0%	F	0.086	F	0.585	11000	G
33	W Market Street	To:	Wateman Dr														
		City of Harrisonburg	0.61	11000	G	95%	1%	1%	1%	2%	0%	C	0.099	F	0.609	12000	G
33	W Market Street	To:	SR 42 S High St														
		City of Harrisonburg	0.16	4500	G	95%	1%	1%	1%	2%	0%	F	0.087	F	0.632	4900	G
			To:	Bus US 33 Par													

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
33 11 Main St NB		From: US 11														
	City of Harrisonburg	0.02	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7800	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	N	96%	1%	1%	1%	1%	0%	N	NA			13000	N
33 E Market Street		To: US 11 Main St														
	City of Harrisonburg	0.11	7200	G	97%	0%	1%	0%	2%	0%	F	0.084	F	0.542	7800	G
33 E Market Street		To: Mason St														
	City of Harrisonburg	0.87	13000	G	97%	0%	1%	0%	2%	0%	F	0.086	F	0.572	14000	G
33 E Market Street		To: Vine St														
	City of Harrisonburg	0.61	23000	G	97%	0%	1%	0%	2%	0%	C	0.09	F	0.594	26000	G
33 E Market Street		To: I-81														
	City of Harrisonburg	0.59	26000	G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.521	29000	G
33 E Market Street		To: University Blvd														
	City of Harrisonburg	1.07	17000	G	96%	0%	1%	1%	1%	0%	C	0.084	F	0.577	18000	G
		To: ECL Harrisonburg														
33 11 Main St NB		From: US 11														
	City of Harrisonburg	0.03	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7800	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9800	N	96%	1%	1%	1%	1%	0%	N	NA			11000	N
		To: US 33														
42 S High Street		From: SCL Harrisonburg														
	City of Harrisonburg	0.13	16000	G	97%	0%	0%	1%	1%	0%	F	0.089	F	0.536	18000	G
42 S High Street		To: Erickson Ave														
	City of Harrisonburg	1.27	19000	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.507	21000	G
42 S High Street		To: Sunrise Ave														
	City of Harrisonburg	0.40	20000	G	97%	0%	0%	1%	1%	0%	F	0.083	F	0.529	22000	G
42 S High Street		To: Grace Ave														
	City of Harrisonburg	0.55	20000	G	97%	0%	0%	1%	1%	0%	F	0.082	F	0.502	22000	G
42 N High Street		To: Market St														
	City of Harrisonburg	0.27	18000	G	97%	0%	0%	1%	1%	0%	F	0.082	F	0.504	20000	G
42 Virginia Ave		To: Gay St														
	City of Harrisonburg	0.44	11000	G	97%	0%	0%	1%	1%	0%	F	0.083	F	0.555	12000	G
42 Virginia Ave		To: 5th St														
	City of Harrisonburg	0.60	10000	G	96%	0%	1%	1%	1%	0%	C	0.089	F	0.586	11000	G
42 Virginia Ave		To: Mt Clinton Pike														
	City of Harrisonburg	0.83	12000	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.58	13000	G
		To: NCL Harrisonburg														
North 81		From: SCL Harrisonburg														
	City of Harrisonburg (Maint: 82)	0.50	23000	G	73%	1%	1%	1%	23%	2%	F	0.072	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	74%	1%	1%	1%	22%	2%	F	NA			48000	G
		To: US 11														

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							2Axle	3+Axle	1Trail	2Trail						
North 	From: US 11															
	City of Harrisonburg (Maint: 82)	2.83	26000	B	73%	1%	1%	1%	23%	2%	C	0.102	A		25000	B
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	F	74%	1%	1%	1%	22%	2%	C	0.099	B	0.541	50000	F
North 	To: 82- 659 Port Republic Road															
	City of Harrisonburg (Maint: 82)	1.51	25000	G	73%	1%	1%	1%	23%	2%	F	0.086	F		25000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	G	74%	1%	1%	1%	22%	2%	F	NA			50000	G
North 	To: US 33															
	City of Harrisonburg (Maint: 82)	1.60	22000	G	73%	1%	1%	1%	23%	2%	F	0.087	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	74%	1%	1%	1%	22%	2%	F	NA			48000	G
South 	To: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.01	25000	G	75%	1%	1%	1%	21%	2%	F	0.07	F		25000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	74%		1%	1%	22%	2%	F	NA			48000	G
South 	To: US 11															
	City of Harrisonburg (Maint: 82)	2.63	25000	F	75%	1%	1%	1%	21%	2%	C	0.107	B		25000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	F	74%	1%	1%	1%	22%	2%	C	0.099	B	0.541	50000	F
South 	To: 82-659 Port Republic Road															
	City of Harrisonburg (Maint: 82)	1.50	24000	G	75%	1%	1%	1%	21%	2%	F	0.069	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	G	74%	1%	1%	1%	22%	2%	F	NA			50000	G
South 	To: US 33															
	City of Harrisonburg (Maint: 82)	1.30	26000	G	75%	1%	1%	1%	21%	2%	F	0.07	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	74%	1%	1%	1%	22%	2%	F	NA			48000	G
	To: NCL Harrisonburg															

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(1) Vine St	1.42	8900	G	From: E Market St	96%	0%	2%	1%	0%	C	0.094	F	0.503	9700	G	2004
				To: N Main St												
(3) Eastover Dr	0.44	2400	G	From: Paul St	96%	0%	1%	0%	2%	F	0.118	F	0.703	2600	G	2004
				To: Reservoir St												
(4) E. Washington St	0.24	3700	G	From: 115-4115 N Liberty Street	94%	1%	3%	2%	1%	F	0.104	F	0.526	4000	G	2004
				To: N Main St												
(4) E. Washington St	0.72	3600	G	From: N Main St	94%	1%	3%	2%	1%	C	0.090	F	0.522	4000	G	2004
				To: Vine St												
(5) Acorn Dr	1.16	3600	G	From: SR 42	96%	0%	1%	0%	2%	C	0.097	F	0.591	3900	G	2004
				To: Mt Clinton Pike												
(6) Park Rd	0.58	2500	G	From: Mt Clinton Pike	98%	0%	1%	0%	0%	C	0.095	F	0.597	2700	G	2004
				To: Shank Dr												
(6) Park Rd	0.34	1600	G	From: Shank Dr	98%	0%	1%	0%	0%	F	0.109	F	0.598	1800	G	2004
				To: Harmony Rd												
(7) Harmony Rd	0.23	1200	G	From: Park Rd	98%	0%	1%	0%	0%	C	0.097	F	0.583	1300	G	2004
				To: SR 42												
(4100) Mosby Rd	0.35	6600	G	From: WCL Harrisonburg	96%	0%	1%	0%	2%	C	0.093	F	0.525	7200	G	2004
				To: Mosby Ct												
(4100) Mosby Rd	0.26	7800	G	From: Mosby Ct	96%	0%	1%	0%	2%	F	0.094	F	0.500	8600	G	2004
				To: Main St												
(4102) Pleasant Hill Rd	0.78	10000	G	From: Pear St	98%	0%	1%	0%	1%	C	0.087	F	0.514	11000	G	2004
				To: US 11 S Main St												
(4102) Stone Spring Rd	0.65	10000	G	From: US 11 Pleasant Hill Rd	97%	0%	1%	1%	1%	C	0.093	F	0.542	11000	G	2004
				To: Ramblewood Rd												
(4102) Stone Spring Rd	0.53	9700	G	From: Ramblewood Rd	97%	0%	1%	1%	1%	F	0.093	F	0.577	11000	G	2004
				To: ECL Harrisonburg												
(4103) Central Ave	0.14	1600	G	From: Pleasant Hill Rd	98%	0%	1%	0%	0%	C	0.102	F	0.638	1700	G	2004
				To: Sharon St												
(4103) Central Ave	0.91	1000	G	From: Sharon St	98%	0%	1%	0%	0%	F	0.114	F	0.657	1100	G	2004
				To: Maryland Ave												
(4104) South Ave	0.52	5900	G	From: S High St	98%	0%	1%	0%	1%	C	0.09	F	0.514	6500	G	2004
				To: S Main St												
(4105) Port Republic Rd	0.71	6600	G	From: ECL Harrisonburg	96%	0%	1%	1%	2%	F	0.097	F	0.678	7200	G	2004
				To: Turner Ashby Lane												
(4105) Port Republic Rd	0.62	19000	G	From: Turner Ashby Lane	96%	0%	1%	1%	2%	F	0.089	F	0.774	21000	G	2004
				To: I-81												
(4105) Port Republic Rd	0.48	16000	G	From: I-81	96%	0%	1%	1%	2%	C	0.088	F	0.535	18000	G	2004
				To: S Main St												
(4105) Maryland Ave	0.44	8400	G	From: Main St	96%	0%	1%	1%	2%	F	0.09	F	0.541	9200	G	2004
				To: High St												
(4106) Cantrell Ave	0.57	11000	G	From: High St	98%	0%	1%	1%	1%	F	0.086	F	0.588	12000	G	2004
				To: Ott St												

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							2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																	
4106	Cantrell Ave	0.68	13000	G	From:	Ott St					C	0.086	F	0.552	14000	G	2004
					To:	Reservoir St											
4106	Cantrell Ave	0.18	9900	G	From:	1%					F	0.083	F	0.66	11000	G	2004
					To:	E Market St											
4107	Reservoir St	0.97	7500	G	From:	SCL Harrisonburg					F	0.091	F	0.652	8200	G	2004
					To:	University Blvd											
4107	Reservoir St	0.57	17000	G	From:	1%					F	0.093	F	0.557	18000	G	2004
					To:	Eastover Dr											
4107	Reservoir St	0.89	9900	G	From:	1%					C	0.094	F	0.503	11000	G	2004
					To:	E Market St											
4107	Sterling St	0.13	1500	G	From:	95%					F	0.105	F	0.519	1600	G	2004
					To:	Gay St											
4107	Gay St	0.45	2700	G	From:	95%					F	0.097	F	0.667	3000	G	2004
					To:	Sterling St											
4107	Gay St	0.33	5100	G	From:	95%					C	0.091	F	0.52	5500	G	2004
					To:	N High St											
4107	Gay St	0.11	3800	G	From:	95%					F	0.090	F	0.618	4100	G	2004
					To:	Chicago Ave											
4107	Chicago Ave	0.58	6100	G	From:	98%					C	0.088	F	0.52	6700	G	2004
					To:	Gay St											
4107	Chicago Ave	0.43	6400	G	From:	98%					F	0.091	F	0.52	7000	G	2004
					To:	Waterman Dr											
4107	Chicago Ave	0.43	6400	G	From:	98%					F	0.091	F	0.52	7000	G	2004
					To:	Waterman Ave											
4108	Paul St	0.64	1600	G	From:	98%					C	0.104	F	0.512	1700	G	2004
					To:	Mt Clinton Pike											
4108	Paul St	0.14	860	G	From:	98%					F	0.115	F	0.591	950	G	2004
					To:	Eastover Dr											
4109	Grace St	0.27	3500	G	From:	97%					C	0.091	F	0.595	3900	G	2004
					To:	Mason St											
4109	Grace St	0.14	5700	G	From:	97%					F	0.086	F	0.55	6300	G	2004
					To:	High St											
4109	Mason St	0.10	6100	G	From:	99%					F	0.084	F	0.618	6600	G	2004
					To:	Grace St											
4109	Mason St	0.20	4300	G	From:	99%					C	0.09	F	0.675	4700	G	2004
					To:	Cantrell Ave											
4109	Mason St	0.41	5300	G	From:	99%					F	0.089	F	0.613	5800	G	2004
					To:	Paul St											
4109	Mason St	0.44	6400	G	From:	99%					F	0.092	F	0.555	7000	G	2004
					To:	Market St											
4110	Wolfe St	0.23	2700	G	From:	98%					F	0.107	F	0.64	3000	G	2004
					To:	Main St											
4110	Wolfe St	0.69	1200	G	From:	98%					C	0.102	F	0.548	1300	G	2004
					To:	N Main St											
4110	Old Furnace Rd	0.29	3200	G	From:	98%					F	0.1	F	0.668	3500	G	2004
					To:	Old Furnace Rd											
4110	Old Furnace Rd	0.91	2300	G	From:	98%					F	0.105	F	0.633	2600	G	2004
					To:	Wolfe St											
4110	Old Furnace Rd	0.91	2300	G	From:	98%					F	0.105	F	0.633	2600	G	2004
					To:	Viine St											
4110	Old Furnace Rd	0.91	2300	G	From:	98%					F	0.105	F	0.633	2600	G	2004
					To:	Vine St											
4110	Old Furnace Rd	0.91	2300	G	From:	98%					F	0.105	F	0.633	2600	G	2004
					To:	ECL Harrisonburg											

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							2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																	
4113	Country Club Dr	0.76	8500	G	From:	US 33 E					C	0.099	F	0.515	9300	G	2004
					To:	Linda Lane											
4113	Country Club Dr	0.85	13000	G	From:	US 33					F	0.097	F	0.531	14000	G	2004
					To:	Noll Dr											
4114	Kratzer Ave	0.12	2900	G	From:	Noll Dr					F	0.112	F	0.759	3200	G	2004
					To:	N Liberty St											
4115	Liberty St	0.25	3100	G	From:	Noll Dr					F	0.109	F	0.6	3300	G	2004
					To:	Kratzer Ave											
4115	Liberty St	0.32	5200	G	From:	Kratzer Ave					C	0.098	F	0.571	5700	G	2004
					To:	Edom Rd											
4115	Liberty St	0.32	3900	G	From:	Edom Rd					F	0.091	F	0.552	4200	G	2004
					To:	Charles St											
4115	Liberty St	0.80	3200	G	From:	Charles St					C	0.096	F	0.512	3600	G	2004
					To:	NCL Harrisonburg											
4116	Pike Church Rd	0.14	1900	G	From:	S Main St					C	0.106	F	0.57	2000	G	2004
					To:	WCL Harrisonburg											
4117	Pear St	1.09	3100	G	From:	Mosby Rd					C	0.088	F	0.509	3400	G	2004
					To:	Pleasant Hill Rd											
4118	Erickson St	0.72	7600	G	From:	WCL Harrisonburg					C	0.088	F	0.622	8400	G	2004
					To:	S High St											
4119	Garbers Church Rd	0.05	3300	G	From:	SCL Harrisonburg					F	0.106	F	0.624	3600	G	2004
					To:	Erickson St											
4119	Garbers Church Rd	1.48	3000	G	From:	Erickson Ave					C	0.099	F	0.631	3200	G	2004
					To:	US 33 Market St											
4119	Switchboard Rd	0.20	1600	G	From:	US 33 Market St					F	0.113	F	0.561	1800	G	2004
					To:	NCL Harrisonburg, 82-910											
4120	Waterman Dr	0.84	4300	G	From:	W Market St					C	0.091	F	0.507	4700	G	2004
					To:	Chicago Ave											
4121	Mt Clinton Pike	0.19	6300	G	From:	WCL Harrisonburg					F	0.106	F	0.570	6900	G	2004
					To:	College Ave											
4121	Mt Clinton Pike	0.10	6500	G	From:	College Ave					F	0.107	F	0.563	7100	G	2004
					To:	Chicago Ave											
4121	Mt Clinton Pike	0.37	7400	G	From:	Chicago Ave					C	0.095	F	0.533	8100	G	2004
					To:	SR 42 Virginia Ave											
4121	Mt Clinton Pike	1.29	7300	G	From:	Virginia Ave					F	0.093	F	0.513	8000	G	2004
					To:	N Main St											
4122	Edom Rd	0.21	2600	G	From:	Virginia Ave					F	0.105	F	0.615	2900	G	2004
					To:	N Liberty St											
4124	Bruce St	0.15	2100	G	From:	S High St					C	0.090	F	0.836	2300	G	2004
					To:	Liberty St											
4124	Bruce St	0.22	1700	G	From:	Liberty St					F	0.105	F		1800	G	2004
					To:	Mason St											

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							2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																	
4125	Keezletown Rd	0.76	2000	G	From:	Country Club Rd					F	0.107	F	0.602	2200	G	2004
					To:	ECL Harrisonburg											
4127	Greendale Rd	1.05	3200	G	From:	Pleasant Valley Rd					C	0.105	F	0.626	3500	G	2004
					To:	ECL Harrisonburg											
4128	Pleasant Valley Rd	0.67	4900	G	From:	SCL Harrisonburg					F	0.096	F	0.555	5400	G	2004
					To:	RTE 710 Greendale Rd											
4128	Pleasant Valley Rd	0.73	6900	G	From:	Greendale Rd					C	0.093	F	0.521	7600	G	2004
					To:	S Main St											
	2nd Street		300	G	From:	Hartman Dr on North End						0.111	F		330	G	2004
					To:	Willow St on South End											
	Alleghany Ave		160	G	From:	Clay St						0.119	F		170	G	2004
					To:	Star Crest Dr											
	Blue Ridge Rd		4000	G	From:	Star Crest Dr						0.091	F		4400	G	2004
					To:	Country Club Dr											
	Bluestone St		160	G	From:	Monument Ave						0.137	F		180	G	2004
					To:	Dead End											
	Broad View Dr		470	G	From:	Star Crest Dr						0.106	F		510	G	2004
					To:	Sparrow Ct											
	Campbell St		290	G	From:	N. Mason St						0.096	F		320	G	2004
					To:	Ott St											
	Carlton St		6600	G	From:	Reservoir St						0.107	F		7300	G	2004
					To:	Market St											
	Cedar St		150	G	From:	S. Dogwood Dr						0.13	F	0.571	170	G	2004
					To:	West Ave											
	Charles St..		2200	G	From:	N. Liberty St						0.111	F		2400	G	2004
					To:	N Main St											
	Clay St.		260	G	From:	Country Club						0.143	F		280	G	2004
					To:	Alleghany Ave											
	Clinton St		270	G	From:	Jefferson St						0.104	F	0.517	290	G	2004
					To:	N Main St											
	Crawford St		1500	G	From:	Orchard La						0.147	F	0.536	1600	G	2004
					To:	Port Republic Rd											
	Crawford St		1200	G	From:	Monument Ave						0.155	F	0.605	1300	G	2004
					To:	Orchard La											
	Dale Cir.		90	G	From:	Hillandale Ave						0.158	F		100	G	2004
					To:	Hillandale Ave											
	E. Gay St.		4600	G	From:	N. Mason St						0.095	F		5000	G	2004
					To:	N. Main St											

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2Axle 3+Axle 1Trail 2Trail																
City of Harrisonburg																
Ellwood Dr		240	G	From:	Maryland Ave						0.109	F		270	G	2004
				To:	New York Ave											
Green St		150	G	From:	N. Dogwood Dr						0.13	F		160	G	2004
				To:	WillowSt											
Hartman Dr		210	G	From:	W. Gay St						0.111	F		230	G	2004
				To:	Second St											
Hillandale Ave		660	G	From:	S. Dogwood Dr						0.148	F		720	G	2004
				To:	S. High St.											
Hillcrest Dr		280	G	From:	Fairview Ave						0.172	F		300	G	2004
				To:	Maplehurst Ave											
Hillside Ave		80	G	From:	Monument Ave						0.179	F		90	G	2004
				To:	Dead End											
Holly Hill Drive		210	G	From:	Moore St						0.143	F		230	G	2004
				To:	N Main St											
Monument Ave		1200	G	From:	Valley St						0.143	F		1300	G	2004
				To:	Bluestone St											
Moore St		120	G	From:	Dead End						0.135	F		130	G	2004
				To:	Holly Hill Dr											
Newman Ave		870	G	From:	N. Main St						0.102	F		960	G	2004
				To:	Federal St											
S. Dogwood Dr.		1400	G	From:	South Ave						0.092	F		1600	G	2004
				To:	Ridge Rd											
South Ave		940	G	From:	S. Dogwood Dr						0.111	F		1000	G	2004
				To:	Sharps Dr											
Spottswood Dr		130	G	From:	N. Blue Ridge Rd						0.147	F		140	G	2004
				To:	N. Carlton St											
Star Crest Dr		380	G	From:	Blue Ridge Rd						0.118	F		420	G	2004
				To:	Alleghany Ave											
Statton Rd		49	G	From:	Wolfe St						0.177	F	0.611	50	G	2004
				To:	W Gay St											
Sutter St		220	G	From:	Jefferson St						0.098	F		240	G	2004
				To:	Dead End											
Valley St		210	G	From:	Fry Ave						0.137	F		240	G	2004
				To:	Monument Ave .											
W. View St		220	G	From:	S. Mason St						0.126	F		240	G	2004
				To:	Ott St											
W. Water St		430	G	From:	Brook Ave						0.145	F		480	G	2004
				To:	Academy St											

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Walnut St		420	G	From:	Grace St					0.086	F		460	G	2004	
				To:	Dead End											
Willow St		1000	G	From:	W Gay St					0.115	F		1100	G	2004	
				To:	Second St											
Wilson Ave		120	G	From:	Dead End					0.176	F	0.535	130	G	2004	
				To:	N Main St											